

Part 150: Records of Approval

Arnold Palmer Regional Airport, Latrobe Pennsylvania

Approved on 6/20/03

The Arnold Palmer Regional Airport, Latrobe Pennsylvania, Noise compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Federal Aviation Regulation (FAR) part 150, *Airport Noise Compatibility Planning*. The Noise Exposure Maps (NEM) and NCP were submitted in 2002, and the NEMs were certified as current as of the date of submission. Therefore, the NEMs are for the years 2002 and 2007. Subsequent environmental analysis confirmed that there are no historic properties within the DNL 60 dB noise contour.

The program recommends a total of eleven measures to prevent the introduction of additional noncompatible land uses and to reduce existing noncompatible land uses. The recommendations include six noise abatement measures and five noise mitigation measures. The recommended program measures are described on Pages II-1 through IV-9, Exhibits II-1, II-2, III-1 and III-2, and Tables 4-1 through 4-3 of the NCP. The measures are summarized in Table 4-1 on pages 4-2 through 4-6.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The noise compatibility program recommendations below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized noise compatibility program recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT

NA-1 – **Maintain the preferential runway use program for Runway 5-23 and limit the number of jet departures on Runway 5.** (pages II-1, II-2, and II-5, Exhibit II-1 and Table II-1) There currently is in place an informal preferential runway use program at the airport. Implementation of a formal runway use program would reduce aircraft noise exposure northeast of the Airport over populated areas. Areas southwest would experience a slight increase in noise, but this would not be over additional homes or other noise sensitive land uses within the DNL 60 dB noise contour. The Westmoreland County Airport Authority recognizes that additional study and review may be required to make the preferential runway use program mandatory instead of a voluntary procedure. Therefore, the Authority requests that the measure be approved as part of the noise compatibility program to be eligible to receive federal funding to pursue the measure and to perform additional analyses and environmental studies to implement the measure if proven to be feasible and prudent.

FAA Action: **Approved in part as voluntary.** The NCP demonstrates that this measure has been highly successful and the majority of operators comply with this existing voluntary procedure. A study to impose this measure on a mandatory basis is **Disapproved.** Mandatory implementation is not justified because 100 percent compliance would not provide a significant improvement in the noise environment nor could it be guaranteed because wind, weather, or other factors may not permit 100 percent compliance on a mandatory basis.

NA-2 – **Extend Runway 5 by 1,525 feet to the southwest and displace the Runway 23 arrival threshold by 1,525 feet.** (pages II-5, II-7, Exhibit II-2 and Table II-1)

FAA Action: **Disapproved for purposes of Part 150.** This measure does not provide a significant noise benefit and is not justified under Part 150 as a noise mitigating measure. It is recognized that the runway extension is included in the most recent master plan and this disapproval does not affect actions taken outside of Part 150 to develop the airport.

NA-3 – **Establish a Noise Hotline.** (pages II-5 and II-7)

FAA Action: **Approved.**

NA-4 – **Enhance pilot awareness of noise-sensitive areas and noise abatement procedures by providing information for Jeppesen charts, airline pilot manuals, and fixed based operator information.** (pages II-7 and II-8)

FAA Action: **Approved.** Proposed language must be submitted to the FAA for review prior to publication. Location of, and language contained in, any airport signage must be pre-approved by FAA.

NA-5 – **Encourage Congress to seek stricter aircraft noise standards, particularly regarding a phase-out schedule for aircraft originally manufactured as Stage 2 that have been modified or are operated to meet Stage 3 noise standards.** (page II-8 and II-9)

FAA Action: **Disapproved.** The U.S. participates in the environmental committee of the International Civil Aviation Organization (ICAO) and has, with other participating countries, reviewed the question of modified Stage 2 phase out. On a national and international level, data have shown that the noise benefit of a modified Stage 2 phase out would be small and that the cost would be very high. As a result of this finding, FAA does not support encouraging the U.S. Congress to mandate a modified Stage 2 phase out. With U.S. air carriers grounding many older Stage 3 and modified Stage 2 aircraft in the last year for economic reasons, the case for Congressional action is even weaker.

NA-6 - **Encourage the FAA to develop a phase-out schedule for FAR Part 36 Stage 2 aircraft weighing less than 75,000 pounds.** (page II-9)

FAA Action: **Disapproved.** This recommendation appears to be based on a faulty premise that Congress has given direction and authority to FAA to mandate such a phase out. In the text of the NCP (page II-9), a statement is made that the Airport Noise and Capacity Act of 1990 (ANCA) clearly specified that the FAA should develop a phase-out schedule for Stage 2 aircraft weighing less than 75,000 pounds. This statement is incorrect. There is no Federal legislation directing a phase out of Stage 2 aircraft under 75,000 pounds. At the present time, FAA encourages and supports voluntary efforts by aircraft owners and the aviation industry to reduce noise of Stage 2 aircraft under 75,000 pounds.

NOISE MITIGATION

NM-1 – **Establish a transaction assistance/property acquisition program for residential properties exposed to aircraft noise levels of DNL 60 to 65 dBA.** (page III-1, III-2, III-5, Exhibit III-1 and Table III-1; Appendix B, pages B-2 through B-6)

FAA Action: **Disapproved.** This measure would impose a level of mitigation that is not warranted for the level of noise impact and is not a prudent balance between cost and level of noise exposure.

The FAA noise abatement policy commits to supporting local efforts to establish noise buffers. Noise buffers may be accomplished by agreement between the airport proprietor and the local community evidenced through both commitments and land use actions by affected jurisdictions. The airport sponsor and affected jurisdictions could consider a combination of methods, comprising a graduated response from the most to the least adversely affected land uses, in order to serve communities effectively and prudently balance costs with levels of noise exposure. The NCP states (page III-2) that the land use jurisdiction has not adopted more stringent land use standards than those expressed in Table 1 of Part 150. Chapter 1 of the NCP indicates that, to date, aviation noise has not been considered a factor in local land use planning.

NM-2 – **Update/Amend the Comprehensive Plan for Unity Township.** (page III-5 and Exhibit III-2)

FAA Action:

NM-3 – **Amend the Unity Township Planning Code, Specifically Chapter 118-19, Airport Zoning Overlay District, to Include a Noise Overlay Zone.** (page III-7 and Exhibit I-4)

FAA Action: **Approved in concept.** A noise overlay zone to prevent incompatible land uses in areas designated as incompatible within the DNL 60 dB noise contour would be an action consistent with language elsewhere in the NCP indicating a desire to identify the DNL 60 dB as locally noise sensitive. The Noise Exposure Maps (NEM) and NCP show that the DNL 65 dB is on airport property both for current and forecast timeframes. No incompatible development would be expected to occur within the DNL 65 dB noise contour.

NM-4 - **Amend the Unity Township Zoning District Map.** (page III-7)

FAA Action: **Approved.**

NM-5 – **Study the Mechanism for and Impact of Incorporating Noise Exposure Acknowledgements Into Real Estate Transactions.** (page III-8)

FAA Action: **Approved.**